

## **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **LISTING OF CLAIMS:**

1. (Currently Amended) A spring strut support bearing, comprising:  
a top bearing having an inner ring by way of which the top bearing can be affixed to the end of a piston rod of a shock absorber connected to a vehicle body;  
an outer ring surrounding the inner ring with radial clearance defining a gap therebetween, the outer ring being stationary with respect to the vehicle body;  
at least one elastic spring element made of rubber-elastic material located in the gap formed by the clearance;  
wherein the inner ring has two end faces, on each of which has at least one elastically flexible annular stop buffer for limiting extreme deflection movements along a deflection direction defined by the motion of a shock absorber, each of the stop buffers having the capability of being brought into contact with counter stop faces, a central hole of each annular stop buffer arranged to receive the piston rod therethrough.

2. (Original) The spring strut support bearing as recited in Claim 1, wherein the stop buffers and the elastic spring element are formed in one piece and of the same material.

3. (Original) The spring strut support bearing as recited in Claim 1, wherein the stop buffers are produced separately and connected frictionally and/or with form locking to the respective end face of the inner ring.

Claims 4 to 6. (Canceled).

7. (Original) The spring strut support bearing as recited in Claim 3, wherein the stop buffers are made of cellular polyurethane.

Claims 8 to 10. (Canceled).

11. (Original) The spring strut support bearing as recited in Claim 1, wherein the outer ring is fixedly mounted in an essentially cup-shaped flange, and the flange is fixedly joined to the vehicle body.

Claims 12 and 13. (Canceled).

14. (Currently Amended) A spring strut support bearing, comprising:  
a top bearing having an inner ring adapted to affix the top bearing to the end of a piston rod of a shock absorber connected to a vehicle body;  
an outer ring surrounding the inner ring with radial clearance defining a gap therebetween, the outer ring stationary with respect to the vehicle body;  
at least one elastic spring element made of rubber-elastic material located in the gap formed by the clearance;  
wherein the inner ring has two end faces, on each of which has at least one elastically flexible annular stop buffer adapted to limit extreme deflection movements along a deflection direction defined by the motion of a shock absorber, each of the stop buffers adapted to be brought into contact with counter stop faces, a central hole of each annular stop buffer arranged to receive the piston rod therethrough.